

1916 BLUE BOOKS SHOW NEW ROUTES

Three New Volumes Added
Making Total of Eight;
More Roads Charted.

The Automobile Blue Book for 1916, revised to include the many hundreds of miles of roads built and improved in the past year, has just come from the press. A new volume has been introduced, making the set of three new volumes, including the volume of the Missouri river and south of the Missouri and Iowa line and Indiana. The new book in the set is the first of a series of four volumes. These are as follows: Volume 1—New York state and adjacent parts; Volume 2—New England and the maritime provinces; Volume 3—New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, West Virginia; Volume 4—Mississippi river to the Pacific coast; Volume 5—The southern states; Volume 6—The mountain states; Volume 7—Metropolitan—Philadelphia, New York, Boston; Volume 8—Pacific coast line.

The 1916 Blue Book and its companion, the Automobile Blue Book, are the most complete and up-to-date of any of the kind ever published. It is a complete guide to the roads of the United States, showing the most direct and shortest routes between all the principal cities and towns of the country.



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TULSA OPTICAL CO.

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designed for the whole volume covering that section. Representations of the Blue Book at one time have cost all of the roads in the southern states that are described in the new volume. The reason for this is that the roads are now being built in the southern states, and the Blue Book is the only one that shows them.

The road maps in the Blue Book are the most complete and up-to-date of any of the kind ever published. They show the most direct and shortest routes between all the principal cities and towns of the country. The Blue Book is the only one that shows the roads in the southern states, and it is the only one that shows the roads in the mountain states.

The Blue Book is the only one that shows the roads in the mountain states, and it is the only one that shows the roads in the Pacific coast. The Blue Book is the only one that shows the roads in the metropolitan area, and it is the only one that shows the roads in the Pacific coast. The Blue Book is the only one that shows the roads in the metropolitan area, and it is the only one that shows the roads in the Pacific coast.

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alone has twenty thousand miles of road.

Territory of Volume No. 3 Revised.

This volume now covers New Jersey, Pennsylvania, Delaware, Maryland, the District of Columbia and West Virginia, with extension routes to Indiana, Va., and Norfolk, Va. In addition to several hundred miles of roads, it shows a set of road maps similar to those appearing in the Blue Book. These maps cover New Jersey, Delaware, Maryland, the District of Columbia and West Virginia.

New Routes in Western Volumes.

In the western states road improvement has been carried forward on a large scale. In the far west a new transcontinental route has been drafted through the northwest via Montana, Idaho and the beautiful Yellowstone park, ending in Seattle. This highway and other new routes in the blue books for the first time. It has been set in first-class, readable condition and will no doubt prove a very popular and much used thoroughfare to the west hereafter.

A New Metropolitan Guide.

This volume will be on the market about the middle of June and will have some entirely new features that should make it the most popular of all the blue books. It will cover New York city and the main highways within a radius of 75 miles. Its general makeup will be the same as the other volumes, but the main feature will be a classified list of the ten best roads, including the most interesting and most scenic roads in the vicinity of New York. The thousands of pictures of scenery in and around New York this volume should prove invaluable.

Pacific Coast Volume.

The 1916 Pacific coast volume is still current for 1916 and covers the highways of California, Oregon and Washington, with extension routes into Idaho, Nevada, Utah, Arizona, New Mexico, Texas, and the Gulf states. It shows the most direct and shortest routes between all the principal cities and towns of the Pacific coast.

The American Automobile Association.

The American Automobile Association, which has been the most active organization in the country, has been working for the interests of motorists in general and good roads in particular.

Entire Third Year.

The Blue Book National Touring Bureau is entering its third year of its existence and has probably the most complete facilities of any organization in the country. Its services are open to any owner of a Blue

Book, and last year about twenty thousand motor parties were routed over extensive trips through its aid.

The Blue Book is truly an institution among motor tourists, having been born with the motor car and grown up with it. The present issue marks the beginning of its sixteenth year. It has well been called the motorist's Bible of the United States.—Motor Age.

No Starter Wanted Ten Years Ago

CONTINUED FROM PAGE FIVE

George W. Wedgley of the Weidely Motors company reported on some comparative tests he had made of the Ford transmission, stating that a year ago last September he drove a car from New York to Indianapolis with the conventional gearbox transmission and Ray Owen drove another car which was a duplicate in every respect except it had the Ford transmission. In order to make sure that conditions were identical throughout the run, the drivers were not changed at times, and when one shield went up or down both went up or down, tops were put up and down at the same time, and so on. They covered 1,079 miles in 49 hours, all but six of which hours were in rain. The geared car weighed 42 pounds less than the electrical equipped car. On level roads there could be no difference in speed capability. The most hills the electrical equipped car could run away from the geared car on account of its ability to change the gear ratio. The hill that was so little difference in the ability on the road that it was not measurable. Both cars obtained a speed of 64 miles an hour on level roads. Mr. Wedgley stated that there was no difference in the figures of the fuel consumption for the run that had been interrupted it would be impossible to tell which was which.

Mr. Wedgley, manager of traffic department of the Ford Motor company and secretary of the section, asked as to the subject and volume in the system in which Mr. Ford replied that current depended upon the torque and the voltage depended upon the rpm and torque.

Asked by Durkin S. Hatch, editor Motor Age, as to the possibilities of eliminating slippage completely at high speeds by the introduction of a friction method of clatching by centrifugal or other means, similar to that which has been suggested by another company, Mr. Ford stated that it was his belief that he suggested it originally a good many years ago in the form of a centrifugally operated mechanism, but found it necessary to discard the system, because with it the smoothness and cushioning effect was lost. He said it was the endeavor to eliminate the possibilities of wear in the transmission and as proof that the purely electric transmission is free from wear, cited the old Columbia, which were made in 1907, nine years ago, all of them are still running and the electrical transmission has never been touched or even oiled.

Demand for High Gear.

C. P. Dorris of the Dorris Motor Car company considered that in the present condition of the motor car industry the demand was for abnormal power and all high-gear work and asked as to the possibility of using the two-speed gearbox in conjunction with the electric transmission in order to get flexibility. In reply Mr. Ford stated that they had built some with two-speed gearboxes of this sort which gave double the number of speed changes possible with the direct drive only.

Mr. Campbell of the Perfection Heater company stated that the general criticism he had heard of the Ford type was the fuel consumption, to which Mr. Ford replied that the electric system is more efficient on account of its constant ability and the variation of gear ratio in the road conditions. No criticism was ever made by customers as to either the hill climbing power, acceleration or economy.—Motor Age.

Building Permits

O. G. Watts, addition to frame residence, \$675.
L. T. Blocker, one-story residence, \$500.
C. M. Kest, repairs, \$500.
E. Kinsler, frame residence, \$200.
J. J. Page, frame residence, \$500.
F. Fox, three-story brick building, \$2,400.
N. G. Fredericksen, one-story frame building, \$550.
R. A. Packer, addition to frame building, \$150.
M. Simmons, one garage, \$500.
H. L. Fitzpatrick, one-story addition, \$300.
E. Bond & Jones, change in interior, \$100.
Mr. Kesseling, repairs to dwelling, \$2,000.
B. Weber, one frame dwelling, \$1,700.
E. B. Miller, repairs to dwelling, \$500.
J. D. Sumerville, frame dwelling, \$1,000.
F. Fox, one-story frame dwelling, \$1,500.
Pioneer Telephone company, alterations, \$1,000.
G. J. Pierce, two-story brick apartments, \$5,000.
G. H. Scott, two-story frame dwelling, \$4,000.
L. L. Hutchinson, remodel two-story building, \$500.
F. W. Holmes, two-story frame dwelling, \$3,500.
E. S. Hutchinson, one-story frame dwelling, \$1,700.
T. J. Packing company, two-story building, \$65,000.
E. S. Brown, one-story addition, \$500.
M. Florence Gross, one-story dwelling, \$2,000.
Mrs. Glass, one-story dwelling, \$2,000.
J. K. Crawford, two-story garage, \$1,000.

Infatigable Sign.
It was in a school, and the teacher was calling over the names of her scholars to ascertain which of them were likely to leave shortly.

"Please, sir," spoke up one ragged, barefooted urchin, "I think I shall leave soon."
"Oh! and how's that, Johnny?" asked the kindly schoolmaster.
"Well, sir, ver see, it's this way: I thinks as how we're goin' to leave our 'ome, 'cos mother's burned up the confound door, an' sold the cupboard door, an' farver's busy achoppin' down the stairs this mornin'. Well, sir, we allus leaves after we've burned the stairs."—Pearson's Weekly.

All Over the Country.
"It's a wonder to me you Americans don't abolish your legislature altogether."
"Why?"
"You seem so happy when they adjourn."

Harlow's Third and Boston Harlow's

THIS store will be closed for a few days for the purpose of rearranging and marking stocks.

Watch for Opening Announcement

Larger stocks—better buying facilities—Greater service to the public.

Harlow Dry Goods Co.

Third and Boston

The Girl Behind "Number Please?"



She works amid pleasant surroundings away from the noise of the street.

She is in good health, bright, cheerful and full of enthusiasm for her work.

her work becomes a pleasure.

Would you, too, like to become self-reliant and successful?

To all such we have positions to offer.

She is self-reliant and successful.

Trained in a school of system, afterwards guided by experts,

Please Call Upon the Principal of Our Training School, Room 300 Pioneer Building, for Full Information

Pioneer Telephone & Telegraph Co.

He landed the JOB before he landed!!

He took no chance Of being "stranded" He used a "Want Ad" a time or two And a rosier future opened to view.



No "red blooded," virile young man is going to stay "cooped" where he's not contented. Youth, ambition, hope and aspiration paint the prospects of his progress in glowing colors.

A "Classified Ad" Is the "Highway" to Better Conditions

Take this route if you want to "get out," and take a "look in" on a better field. Circumstances are constantly keeping men shifting. Influences set in motion that make a change of location not only necessary, but advantageous. To make this move successfully, and "get your job before you jump," USE THE "CLASSIFIED" SECTION of the Daily World, Phone 1000 A time or two insertion Want Ad under the heading "SITUATION WANTED," will get you the job you want more than the one you've got!!

TRY IT!!

\$1.00 Cash—\$1.00 Weekly

The Nationally Advertised Special Value Detroit Jewel Gas Range for

\$30.00

When you see this Detroit Jewel Special you'll agree with us that it is the most unusual Range value you ever looked at. In every way this Range matches up with the most expensive Ranges. Yet the price—due to quantity production—is much lower than such a Gas Range has ever been sold for.

FINISH

Finished in baked Ebonite—a rich, velvety, durable finish baked on at a high temperature. Adds years to the life of the range by forming an impervious coating against rust and corrosion. Makes the metal surface sanitary and easily cleaned. Has white porcelain oven and broiler door panels and porcelain broiler pan and drip tray.

CONSTRUCTION

Double walls of heavy gauge steel with intervening air spaces.

COOKING TOP

Five top burners, including giant and simmering burner. Plenty of room to use all the burners without crowding.

Ovens

Patent construction with removable linings. Two two-line burners; each controlled by separate valve. Oven measure, 16x18x12 inches. Broiler, 16x18x9 inches.

Your old range taken as part payment on a Detroit Jewel

Bumgarner-Downing

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